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HONGKONG, TUESDAY, JUNE 1, 1909.

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SCOTCH WHISKY.

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HONG KONG, CHINA & MANILLA.
"A.S. WATSON & CO. LTD."
Hong Kong, May 1, 1907.

IN A QUEENSLAND SUBURB.

(Specially written for the "CHINA MAIL.")

Undoubtedly there is a charm in contrasts. It is a far cry from Hongkong to this Queensland suburb in more senses than one.

In place of the Peak and the heights of our island, here is gently sloping land, with low hills in the distance behind which the sun sets in a glory of crimson and gold. Instead of the harbour is a peaceful river, untroubled by snorting steam launches or swaying sampans.

Some 7 or 8 miles of country, cleared for the most part and dotted with houses, with here and there a piece of "bush" remaining, separates this village from what its inhabitants proudly style "the city."

That the dwellers in this part of the country have no fear of typhoons is evident from way in which the houses are built. These are wooden bungalows perched on piles, or "stumps" as they are called here, sometimes 6 or 8 feet above the ground, and sometimes considerably more, if the house is built on a slope. Each stump has a round sheet of iron on the top, like an inverted tin plate, to prevent water ants from invading the timbers of the house, if they should find their way into a stump, in spite of its coating of tar; the house itself simply rests on these plates, without walls or fastenings of any kind. A house has been known to be lifted from its usual position, and set down somewhere else in a strong gale but this must be a rare occurrence. At a certain stage of its building, a new house looks like a huge bird cage, with wooden bars, instead of iron. The roof is almost always of galvanised iron, which is cheap but certainly not picturesque. Every house has one or more large cylindrical tanks of the same useful material to store up rain water, for use in the laundry particularly, and often heard to sigh for a good rain to fill the tanks. The better houses have verandahs all round the roofs of which are lined with wood. If this process is unobtrusive for economy or any other reason, it is the one in the kitchen is usually to be found in a bungalow of any size, and this is thought to be quite sufficient. Wood is the most useful form of fuel. Every house has its own laundry, and here on a Monday morning the servant girl may be seen at the wash tub from dawn till lunch time, while the mistress works in the kitchen. Very few houses have more than one servant working on state occasions, at the express command of an ultra-civilised parent. The little girls wear huge mushroom straw hats, with brims wide enough to shade their shoulders and their mothers wear similar ones for gardening or hanging out the clothes.

The largest building in the village is the state school. The post office is at the railway station in a part of the wooden shanty that serves as booking office. Once a day the letters are delivered by a small boy in a blue cotton suit and linen hat, who rides a big brown pony. He rides to each gate and drops the letters in the box hanging there, shouts "Post," or blows a whistle, and rides on. Anyone who is impatient enough to walk to the station and fetch them himself. Perhaps the sojourners from another land are the most impatient inquirers: at the ticket window, and the day which brings the mail from Hongkong is a red-letter day to them in this Queensland suburb.

G. M. T.

Business Notices.

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DETAILED MAP OF THE PEAK.

Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1909.
Small Scale Map of Island, Channels and Kowloon Point, showing Docks, Railway, Green Island Cement Works, etc.

COPYRIGHT BY E. A. MASSEY.
The above is cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire: Price \$2.60. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARWELL & Co. and THOS. COOK & SON, Hongkong, May 20, 1909.

KELLY & WALSH, LTD.

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LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

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AMERICAN FLEET AT AMOY.
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SPECIAL CHAMPAGNE

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WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE.
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY, HARD LIKE OTHER METAL PASTES

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For particulars, apply to
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THE FAMOUS CHINESE MAGICIAN
CHIN LIN FAI,

will give Two Performances in the
THEATRE ROYAL.
(Date to be announced later).
Do not miss this opportunity of witnessing
this greatest of all Chinese Magicians.
Hongkong, May 19, 1908.

NOTICE.

THE MANAGER OF KENNEDY'S
STABLES begs to inform the Resi-
dents of Kowloon and District, that provided
sufficient support be forthcoming he will be
prepared to establish a Shodding Forge at
Kowloon where horses and ponies can be
shod by experienced Shanghai farriers on
stated days, to be arranged later.
Inasmuch as expense will be incurred
in hiring suitable premises and in fitting up
the forge, the Manager hopes that the
scheme will have general support.
Those desirous of availing themselves of
the above are requested to send in their
names and number of horses and ponies to
the undersigned.
G. W. GEIG, Manager,
KENNEDY'S STABLES.
Hongkong, May 4, 1908.

CHEE WING & Co.

27, 28, and 29, LEE YUEN STREET (WEST)
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DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS AND IRON,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHOPS, FACTORIES AND HOUSE BUILDING.
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CONSULTING ENGINEERS AND
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STORES, WINES, SMOKES
OF KNOWN BRANDS
AT MODERATE PRICES.

This well reputed Store facilitates the
demands for
English, American & German
Provisions
of
RELIABLE QUALITY.
TRIAL ORDERS SOLICITED.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, April 30.

FORER AND CLYDE SHIP CANAL.

For a number of years past, a scheme has
been in the air for the construction of a great
ship canal across the narrow neck of land
which separates the Firths of Forth and
Clyde. Only of late, however, has it
materialised to any extent, thanks largely
to the efforts of a National Association
which has been started to promote the
waterway. Lord Kingsburgh is the chair-
man of the Edinburgh Branch of the Asso-
ciation, and along with him there are the
Marquis of Tweeddale, the Marquis of
Tullibardine, Lord Smithburgh and Mount
Royal, and Lord Keith of Tyrie. In Glas-
gow the promoters include the Duke of
Argyll, the Duke of Hamilton, the Earl of
Caithness, Lord Blythburgh.

The main arguments for the scheme is
that it would be a short connecting link
between the Atlantic and the North Sea,
of much strategic value in the event of war,
particularly since the North Sea has be-
come of immense importance in our Naval
policy. The canal has been sneeringly
called a "Back door" to Rosyth and a
"rat hole." But if the route taken were
through the rich mineral country of the
Forth and Clyde valley, an inland arsenal
could be obtained without its equal
in the whole world. The coal and oil
resources of the district might also be
utilised at the shortest notice, and the
raiding docks of the West Coast most
readily reached by injured vessels from
the North Sea should the docks at
Rosyth be at any time overtaxed. As
regards the mercantile marine, in the
case of hostilities the canal would afford
safe passage between the Firths of Forth
and Clyde, as an alternative to the open
and dangerous route of the English
Channel.

This week the proposed canal was brought
before the Royal Commission which has
under consideration the question of in-
land water communication all over the
country. It was admitted by the wit-
nesses for the National Association that the
Scottish people and shipowners had shown
much apathy. Lord Shuttleworth, the
chairman of the Royal Commission, also
explained that they had received little
assistance in the way of information or ex-
pression of opinion from Glasgow and the
other ports interested, and he plainly
indicated that they were not likely to make
a pronouncement unless they had some
indication of financial help from the West
of Scotland. But it is difficult to un-
derstand why Lord Shuttleworth, or
any one, should expect Glasgow to step
forward with promises which it cannot
fairly implement until there is some
thing more before the country than a set
of proposals all of which are more or less
conjectural in their nature. The canal
differs from most other undertakings of a
similar character, and especially from the
Manchester Ship Canal, in that it is not
advocated as a purely financial enterprise.
The commercial revenue would not give a
profitable return upon the capital ex-
penditure, and were it not for its strategic
value, the canal would be regarded as
wholly impracticable. Once a scheme is
definitely proposed, there is good ground
for saying that the commercial community
would be ready to enter into an alliance
with the Treasury and the Admiralty.

There are competitive schemes: one is
direct, nearly on the line of the present
shallow canal from Grangemouth on the
Forth, to Yoker on the Clyde; the other
takes a more northerly line, and comes out
by Loch Lomond, and opens on the Clyde
considerably below Glasgow. Sir John
Jackson, the contractor, favours the Loch
Lomond route, because it would have only
two sets of locks—a great matter in the
view of Naval authorities. He stated to the
Commission that, owing to the large cost,
one could not fairly assume a return of more
than two or three per cent. on the ex-
penditure from commercial revenue. He
thought, however, that the Government
should give a guarantee of three per cent.
upon the capital, which would enable it to
be raised forthwith. The total estimated
cost of the canal on this line, with a depth
of water of 31 feet, was £25,000,000; but,
with the additional depth of 5 feet suggested
by the Naval authorities to accommodate
wounded battleships, the total cost would
amount to about £20,000,000. Both
estimates were inclusive of land and
contingencies, but were exclusive of any
interest on capital during construction.

The Glasgow witnesses support the more
direct route, which would bring the canal
closer to their city. At present Glasgow
suffers from being at the end of a cul-de-
sac; the tendency of the age is for through
routes; and the yearly growing size of
vessels renders it increasingly difficult to
collect full cargoes in the area surround-

(Continued on Page 3.)

SAVARESS'S

SANTALIN

CAPSULES

PURCHASERS OF OIL. CERTAINITY OF CURE.

FULL DIRECTIONS. INCONVENIENT. ALL CHINESE.

ASK FOR SAVARESS'S

Intimations.

WANTED IMMEDIATELY.

FURNISHED HOUSE, self contain-
ed, state full particulars to
Care of "CHINA MAIL" Office,
Hongkong, April 29, 1908.

Prof. F. GONZALES.

GIVES LESSONS ON Violin, Mandoline,
Banjo, Guitar, Cello, etc., at pupils'
residences or at his studio.
Apply, 7, ARBUTHNOT ROAD,
Hongkong, May 10, 1908.

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TOTAL FUND at 31st December, 1907,
£18,000,000.

Subscribed Capital £2,000,000

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Fire Funds 3,000,000 0 0

Life & Annuity Funds 14,315,543 10 3

Sinking Fund Account 45,807 5 3

Revenue Fire Branch 2,380,653 13 4

Life & Annuity Branch 1,847,324 13 4

Sinking Fund Account 2,380 5 0

24,150,458 13 11

The Accumulated Funds of the Fire and

Life Departments are free from liability in

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SHEWAN, TOMES & CO.,

Agents.

W. G. HUMPHREYS & CO.,

RAKE BUILDINGS.

Hongkong, May 18, 1908.

PEAR TRAMWAYS COMPANY,

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 3.15 p.m. Every 15 minutes.

3.15 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.45 p.m. to 11.15

p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.30 a.m. Every 30 minutes.

10.30 a.m. to 10.50 a.m. Every 15 minutes.

10.50 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

FOREIGN NATIVE DIRECTION.

THE CHINA MAIL

THE LEADING CHINESE POLITICAL AND

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE

VARIOUS PORTS IN CHINA AND JAPAN.

96 per Annum delivered in Hongkong,
\$12.50 to all Coast Ports.

5 WHEATSTONE STAMPS, Hongkong.

Orders booked by Managers, CHINA MAIL.

WASHING BOOKS.

(In English and Chinese).

WASHBURN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, 30 Cents.

CHINA MAIL Office, 5, Wyndham Street.

A RAMBLE

THROUGH

SOUTHERN FORMOSA.

With Woodcuts.

Price, 20 cents.

To be had at the CHINA MAIL Office.

To Let

TO LET.

GODOWNS Nos. 7, 8 and 10, and the

Top Floor of No. 3, (Tung Tin's) Lap

Godown East Point. Apply to

Immediate Possession. Rent excep-
tionally moderate.

Apply to KAM FOOK.

No. 107, WELLINGTON STREET.

(behind the Stag Hotel) or Keeper of

No. 4, Godown (on the Spot).

Hongkong, May 28, 1908.

TO LET.

WITH IMMEDIATE POSSESSION.

FURNISHED, 3 ROOMS on 3rd Floor

Hotel Mansions. Bathrooms, Kit-
chen and Servants' Quarters attached.

Apply to HUMPHREYS ESTATE & FINANCE

Co., Ltd.

Hongkong, May 28, 1908.

TO LET.

NOS. 1 & 3, MORRISON HILL,

also

Office at No. 2, PRINCE STREET.

Apply to

Messrs JARDINE, MATHESON &
Co., Ltd.

Hongkong, May 12, 1908.

TO BE LET.

DESIRED GROUND FLOOR

SHOP in Chater Road, Hongkong.

Apply to

Care of "CHINA MAIL" Office.

Hongkong, May 11, 1908.

TO LET.

BUXLEY LODGE, CAINE ROAD,

Collage, or Family Residence, recently

built and renovated throughout. Im-
mediate possession.

Apply to

CHATER & MODY.

Hongkong, May 14, 1908.

TO LET.

70,000 SQUARE FEET OF LAND

with 200 foot frontage to

Kowloon Bay. Moderate Rental.

Apply to

Messrs FARRELL & LISAUGH.

Hongkong, August 23, 1907.

TO LET.

FURNISHED, the WHOLE HOUSE

containing Four Rooms, or SINGLE

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$15,000,000
RESERVE FUNDS—\$14,500,000
Sterling—\$15,000,000
Silver—\$14,500,000
Total—\$29,500,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits—
For 12 months—4%
For 6 months—3%
For 3 months—2%
For 1 month—1%

On Current Accounts at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months—2% per annum.
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On Fixed Deposits—
For 3 months—2% per annum.
For 6 months—3% per annum.
For 12 months—4% per annum.

Banks.

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL—£1,500,000
RESERVE FUNDS—£250,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits—
For 12 months—4%
For 6 months—3%
For 3 months—2%
For 1 month—1%

On Current Accounts at the rate of Two per cent. per annum on the daily balance.

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GEO. P. LAMBERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY, the 6th June, 1909, at 2.30 P.M. at his Sales Rooms, DUNDRELL STREET, an

ASSORTMENT OF HIGH-CLASS IRISH HOUSEHOLD LINEN, comprising—

Irish Hand Embroidered Bedspreads, Hemstitched Sheets (various sizes), Double Damask Table Cloths with Serviettes, Match, Single and Double White Satin Toilet Quills, Finest Quality Turkish Bath Towels, Turkish Linen and Huchabach Towels, Ladies Embroidered Robes, Handkerchiefs, Nightdresses, Skirts and Under-shirts, Ladies and Gent's Irish Linen Handkerchiefs, etc., etc.

A few lots of White and Cream Lace Curtains, Carpets and Suit Longtoms. The goods will be on view on Friday, a.m.

GEO. P. LAMBERT, Auctioneer.

A HIGH-CLASS CHAIRMANSHIP.

Sir James Balfour Paul, Lord Lyon King-of-Arms, has pronounced judgment upon a very unusual matter, the Chief-ship of a Highland Clan, Sir Colin Macrae, a Writer to the Signet in Edinburgh, petitioned for a recognition of arms in terms of the Act of 1875, on the ground that the Macraes of Inverurie, Ross-shire, from whom he is descended, were Chiefs of the Clan Macrae, and had used armorial ensigns for a period long anterior to that Act, although they had never been registered. Major John Macrae-Gilchrist, of Ballinmore, Argyleshire, objected to the petition, and asserted that the Macraes of Inverurie had never been Chiefs of the Clan, or used any armorial in that character. Proof was led of great length, and questions of heraldry, genealogy, and tradition were debated day after day, indeed, at most extraordinary length; and, as the result, "Lyon" refused the petition of Sir George Macrae to have his position as Chief of the Clan Macrae officially recognized. It seems that in the Lyon Office there is an armorial manuscript compiled by the "Snowdon Herald" in 1661, in which a coat of arms is shown borne by some one of the name of Macrae, a coat unlike any borne by any other West Highland clan; and "Lyon" is of opinion that it is not sufficient for Sir Colin now to come into Court and say, "This is a Macrae coat, or the Macrae coat, and in virtue of my being Chief of the Clan I claim to have it recorded in my name." "Lyon" says he could not find that the petitioner had proved, or even attempted to prove, that any of his ancestors had ever worn these arms, or indeed any other, except in comparatively recent times. Had they done so, it was almost inconceivable that some relic denoting such use should not have survived to the present; and no seal, no tombstone, no article of domestic use was known to exist with these arms upon them. It was an accepted fact in Scottish armorial law that Chiefs of Highland clans were entitled to add supporters to their arms. In this case there was no attempt to prove any ancient use of supporters. To enable "Lyon" to make a new grant of such supporters, he would require clear proof of the existence of a chieftainship had been produced. There was no doubt a certain amount of popular belief in the district that the representative of the Inverurie branch was the Chief of the Clan Macrae, but there was a great want of definite evidence to show what that belief was founded upon.

MILNERS' PATENT

FIRE-RESISTING

SAFES

As supplied to the principal banks and mercantile houses.

FOR SALE.

ELECTRIC PLANT

TWO 125 Kilowatt STEAM ALTERNATORS, Output 60 Amperes at 2200 Volts. The Sets comprise Vertical Compound Medium Speed Engines, 200 revolutions per minute, by Messrs. ROBEY & Co., direct coupled to Alternators by Messrs. JOHNSON & PHILLIPS, complete with Exciters, etc.

One HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse Power by Messrs. BROWN & LEVY.

For further particulars apply HONGKONG ELECTRIC CO., Ltd., St. George's Buildings, Hongkong, April 24, 1909.

Dentistry.

DR. CHAS. FONG, D.D.S., 34, QUEEN'S ROAD CENTRAL, ROOM No. 3, FIRST FLOOR, (Opposite Post Office).

American graduates with twenty years experience in the practice of dentistry, specialist for treatment of teeth.

Hongkong, April 16, 1909.

DR. HARRY FONG, D.D.S., 41, QUEEN'S ROAD CENTRAL, (Opposite Post Office).

American graduates with twenty years experience in the practice of dentistry, specialist for treatment of teeth.

Hongkong, November 18, 1908.

S. I. N. T. N. O. No. 14, DUNDRELL STREET.

TERMS VERY MODERATE. Consultation Free.

THE COMMERCIAL LAW AFFECTIONS IN CHINA.

With Special Reference to PARTNERSHIP REGISTRATION, BANKRUPTCY LAWS, and HONGKONG.

Reprinted from the China Mail.

For Sale at the China Mail Office, 5, Wyndham Street.

Price—20 Cents.

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on the History of the Chinese Empire, for the Improvement of the Chinese.

Reprinted from the China Mail, 1890-1900.

For Sale at the China Mail Office, 5, Wyndham Street.

Price—20 Cents.

For Sale at the China Mail Office, 5, Wyndham Street.

Price—20 Cents.

For Sale at the China Mail Office, 5, Wyndham Street.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, May 27th, 1909. At 100 cents per Dollar American.

Butcher Meat.

Beef, whole, prime cut—Wai Sang Fat... 20
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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, May 27th, 1909. At 100 cents per Dollar

POWELL'S

LADIES' and CHILDREN'S Bathing - Costumes, Caps - - - and Sandals. -

ALEXANDRA BUILDINGS

VICTORIA CINEMATOGRAF

TO-NIGHT! TO-NIGHT!

The Vivacious Soubrettes and Celebrated Dancers COLEMAN SISTERS. GRAND NEW FILMS. Hongkong, March 6, 1909. 328

'STAR' CINEMATOGRAF

WYNDHAM STREET, up from the Clock Tower.

DANTE The Marvellous. ALL THIS WEEK. MATINEE, SATURDAY, 4 P.M. Hongkong, March 18, 1909. 376

ALEXANDRA CINEMATOGRAF FOR IMMEDIATE SALE (owing to departure).

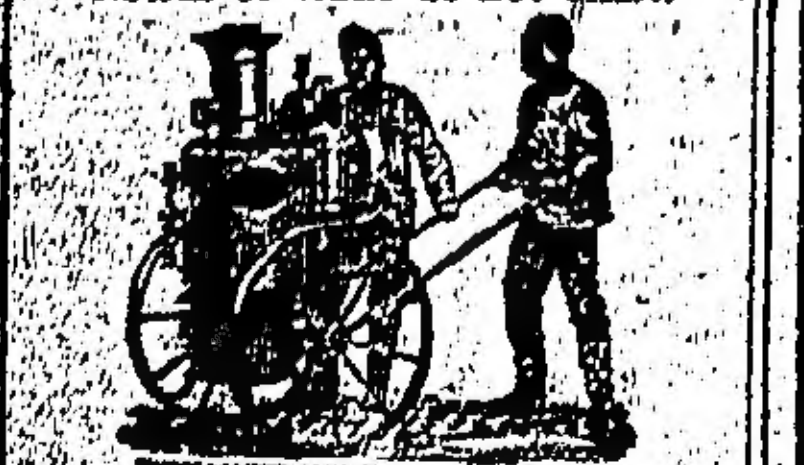
THE ALEXANDRA CINEMATOGRAF as it stands.

Price \$1,500 (exclusive of Machine). Apply Post Office Box 55. Hongkong, January 28, 1909. 111

LABUAN COAL.

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to bunker steamers at LABUAN with good fresh quality LABUAN COAL, double screened and straight from the mines. For further particulars, apply to BRADLEY & CO., Agents. Telegraphic Address: "LABOR LABUAN." Hongkong, February 10, 1909. 228

MERRYWEATHERS' LIGHT PORTABLE "VALIANT" STEAM PUMP For "Up-country" use where Roads or Rails do not exist.



Water Supply, Irrigation, Driving Well Pumps, Hydraulic Mining, Fire Protection, and General Pumping Purposes. The lightest and most powerful Pump on the market, weighs only 65 cwt. Write for Illustrated Pamphlet, No. 802. LARGEST MAKERS OF HIGH-CLASS MACHINERY IN THE WORLD. MERRYWEATHER & SONS, 23, Long Acre, London, W.C.

To Keep in Touch With Home.

BUY A VICTOR TALKING MACHINE. A STOCK OF OVER 200 MACHINES AND 10,000 RECORDS TO SELECT FROM. EASY PAYMENTS CAN BE ARRANGED.

S. MOUTRIE & CO., LD. Hongkong, April 18, 1907.



A. S. WATSON & Co., Ltd. ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR

WATSON'S Household Ammonia

For the Bath, Toilet and Household. Promotes a healthy action of the skin counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

WATSON'S Carbolic Soaps

Highly recommended by the Medical Profession in three strengths, containing 5% 10% and 20% of pure carbolic acid.

WATSON'S ORIENTAL Turkish Bath Salt

Softens the water, and imparts a delightful fragrance to the skin.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

WEEKLY NEWS FOR HOME.

The Overland China Mail FULL REPORTS. LATEST INTELLIGENCE

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BUSINESS NOTICE

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MEMOS FOR TO-MORROW.

Meeting. 12.15 p.m. - Meeting of "Star" Ferry Co., Ltd., at Sir Paul Chater's Office. Miscellaneous. Goods per Delhi not cleared at 4 p.m. on this date subject to rent.

General Memoranda.

THURSDAY, June 3. - Goods per "Kawachi" Maru not cleared on this date subject to rent. FRIDAY, June 4. - Goods per "Prinz Waldemar" undelivered after this date subject to rent. SATURDAY, June 5. - 9.15 p.m. - Open Air Concert at the Craigmower Cricket Club's Ground.

The China Mail

HONGKONG, TUESDAY, JUNE 1, 1909.

SUBSIDIARY COINAGE.

THERE is always some satisfaction in proving a statement up to the hilt even though it is an unpleasant fact that is revealed thereby. The discussion at the last meeting of the Finance Committee of the Legislative Council has more than demonstrated that the subsidiary coinage of this colony is not in a satisfactory condition. The loss of \$164,000 during one year on the redemption of small coins is a charge which, at this moment at least, the colony is ill able to bear and the prospective loss in succeeding years, the amount of which no one seems able to assess, is a distinctly disagreeable circumstance for contemplation, accentuating the unsatisfactory condition of affairs. If this fact needed proof, and we are certainly of those who think that it did not, it has been done, and we are so far satisfied with the result. But another fact has also been demonstrated, namely, that it is difficult to suggest a satisfactory remedy or to uphold the blame to the persons who are responsible for this state of things. If a committee of commercial giants in Hongkong are unable to agree upon what are the proper steps to be taken in a crisis which affects themselves most nearly, it is certainly a difficult problem, but none the less one that cries loudly for solution. We have already suggested that it is not to such a body that the question ought to have been referred in the first instance. It is no reflection on any member of the committee to say that it is possible to be a very able man of business, keen and enterprising, and yet to be ignorant or forgetful of these principles of political economy which underlie the system of commercial operations. We maintain that this problem is one exclusively for expert opinion, and that no such opinion has been asked for or obtained. Thus it would appear that the Government has made a mistake, but they are in no way responsible for the existing state of the coinage. It is now several years ago since they took a step which it would have been well for the community to have followed. They refused to accept Chinese coins in payment of accounts, and it was for the

people generally to have followed their lead. A few of the more independent firms have done so, no doubt greatly to their own advantage, but the smaller people can only act when there is a general agreement that all shall do so. Chinese coins are not, and never have been legal tender in Hongkong and all who accept them must do so at their own risk, and doing so open-eyed have no right to complain. A very few large concerns like the Star Ferry Company and the Hongkong Tramways Company, as their published accounts show, have suffered heavy losses through taking the Canton coins but it is open to them to refuse to accept fares in Chinese money, and thus to throw upon their passengers the trouble of exchanging their foreign money at one or other of the all too many Bureaux des Changes. In this way the use of English coins would be encouraged, and the Government spared the expense of redeeming the Hongkong currency, a policy which can only end in denuding the Colony of all but the inferior product of the mint at Canton. We do not hesitate to say that those companies are doing an injury to the colony as well as to themselves who accept less than their legal fares. It is an abuse of language to call the smaller Chinese coins, five, ten or twenty cent pieces as these may be, by those terms. A cent is the hundredth part of a dollar and these coins are nowhere exchangeable at that rate and as long as there is a discount against them they are really coins of less value than their denomination declares. The small trader saddled with these coins recoups himself by raising prices, and thus throws on the community the charges that go to make up the profits of the Canton mint and of their servants, the money changers. The Ferry Company and the Peak and Low Level Tram Companies howl, and do nothing, the Government pays up from the public purse, looks pleasant, and does nothing, either to encourage or to enforce the use of its own coinage. We are not of opinion that it would be sufficient merely to encourage, on the contrary we believe it will be necessary to enforce, but the milder method might be tried first and if only partially successful it would, at any rate prepare the way for sterner measures, and would stop the rot that has set in, the extension of which unchecked means heavy loss to small and great. Above all we would wish to interest the private individual in the crusade against inferior money. He suffers just as much, perhaps more, proportionally with the big transportation companies, but only in small amounts again and again repeated. These he disregards as mere pin pricks, but there is such a virtue as thrift in most cases. He knows that he is being mulcted in little illegal ways, though he is too indolent to resist, in spite of his knowledge that the performance of such pranks is the peculiar forte of the population amongst whom he lives. These remarks are not meant to suggest the true remedy, they are at best a panacea only. The day has probably gone by when mild methods were likely to be of much avail, the disease is probably too deeply seated to be greatly affected by them, and a more radical course will probably have to be adopted before finality is reached. We have previously enlarged upon what we believe it will be necessary eventually to do, and have seen no occasion to change our views; meanwhile the above suggestions would, if adopted, pave the way towards a real reform, and by increasing the demand for the better coin tend to diminish the discount which has been established against it.

ITEMS AT THE COURTS.

The charter of the steam launch Ping Lo was fined \$0 at the Marine Court to-day, for failing to exhibit the license of the launch in a conspicuous place.

A fine of \$10 was imposed on a boatwoman by Commander Bani Taylor, R.N., at the Marine Court, this morning, for failing to stop when called upon to do so.

William Vincent, conjurer, was charged at the Magistracy to-day, with behaving in a disorderly manner whilst drunk at the Hongkong Hotel, and also with disorderly conduct in the Police Station charge room. He did not appear, and his bail of \$10 was forfeited.

About a week ago an engineer living at the Sailors' Home was riding in a rickshaw when the coolie took him down a side street and robbed him of his watch and chain and \$40 in money. The police have since succeeded in arresting the coolie and another concerned in the theft, and to-day, at the Magistracy, Mr F. A. Hazeland sentenced them to three months' hard labour and six hours' strokes each.

AMONG NOTES.

(From Our Own Correspondent.)

AMONG, May 28.

SOCIAL.

We have been privileged by a visit from Mlle. Olga Dubois, a pianist from the Leipzig Academy. A concert took place last evening in the Amoy Club Theatre at 9.30 p.m., when those present had a treat indeed. And the popularity and keen appreciation of the music by the audience was manifest from the start. The item that perhaps evoked more enthusiasm than any other was the sixth on the programme. This was a composition by Mlle. Dubois herself entitled "The Gazelles." Local talent was very ably represented by Miss Mera and Mr A. G. Lyle-Ramsay, Miss Mera playing a duet with Mlle. Dubois, and Mr Ramsay singing with his usual success.

SHIPPING AND COMMERCIAL.

Things are slack in Amoy again, and day after day the harbour continues nearly empty. The S.S. Taisan is here at present discharging 2100 tons of Hongkong coal dust for Chinese. Large cargoes are coming down from Shanghai, but there is next to nothing for export anywhere. As a contrast to the state of affairs now existing in Foochow, the Chinese here are buying the British-American Tobacco Co's cigarettes in increasingly large quantities. There was a consumption this month of nearly two million cigarettes, and the demand is growing each week.

AMONGST NEWS.

The whole Missionary community in Amoy is looking forward eagerly to the coming visit of Rev. F. B. Meyer, who is now on his way to Hongkong. A number of meetings, both for Chinese and foreigners are being arranged, and great good is hoped for as a result of Mr Meyer's visit.

SPORTING.

Owing to the incessant rain, the Lawn has been closed for nearly three weeks. Consequently sporting members of the community have had to turn elsewhere for their exercise. Golf is threatening to become an extremely popular pastime in Amoy, and new devotees to the game are springing up all the time.

A Cup has been presented by Admiral Hawett, who visited the port last month, and during his stay carried off another cup himself. Fifteen entries have been made, and the first round is to be played by June 4th.

DEPARTURES.

Mr J. P. Morley, No. 2 in the Standard Oil here, leaves us to-day for England, where he is taking a holiday. Mr Morley travels by the P. & O. s.s. Somali.

Mr A. J. Sundius, H. B. M. Consul, leaves us on Monday next for Home. Mr Sundius has been in Amoy for about a year, and his departure will be keenly felt by all members of the foreign community. Mr Tours will arrive shortly on his return from leave, and will take Mr Sundius' position.

DISASTROUS NEWS.

The Loongang arrived on Tuesday morning from Cebu with the new Hunkin low. She fortunately met perfectly calm seas on her passage over, and averaged 9 knots all the way. This Hunkin has been bought by Messrs Jardine, Matheson, and Co.'s Passenger Broker, and cost about 10,000. It is hoped to obtain a suitable position to berth 16 from the Customs, and permit don't will no doubt be readily granted.

NEWS OF THE DAY.

The English Mail of the 1st May was delivered in London on the 29th inst.

Between Saturday afternoon and Sunday morning some one gained access to the library at St. Stephen's College and extracted a sum of \$600 in notes from a strong safe there.

There were 355 Europeans and 398 Chinese visitors to the City Hall Library, and 141 European and 1,891 Chinese visitors to the Museum during the week ending 30th May.

The Hongkong Agent of the Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending 15th May, 1909, amounted to 32,930.38 tons, and the sale during the period to 27,788.68 tons.

Mr Chin Lin Fai, the famous Chinese Magician, is advertised to give two performances in the Theatre Royal, City Hall, on Friday and Saturday next. Mr Chin Lin Fai, who has performed in England, America and Germany for many years, gave a most successful performance at Amoy, while the American Fleet was there, at the request of Their Excellencies Liang Tun In and Muk Shun Kin. The great Magician will have the assistance of his daughter who will sing English songs with an accompanist at the piano.

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SHANGHAI-HANGCHOW RAILWAY.

THE TENDERS QUESTION EXPLAINED.

(From Our Own Correspondent.) SHANGHAI, May 31.

With reference to Reuter's telegram saying that the Shanghai correspondent of the Times reports that the Railway Bureau had publicly advertised for tenders for locomotives for the Shanghai-Hangchow-Ningpo railway, limiting competition to German manufacturers, the Secretary of the railway informs me that no advertisements were issued. The leading firms of all nationalities were asked to tender and that of Messrs Carlowsitz & Co. was the lowest secured.

CHINESE NAVAL MATTERS.

(From The Yat Po's Service.) PEKING, May 30.

The Naval Ministers have decided to utilise the Chusan Islands as a naval base.

Already 14 representatives from British, American, and German firms of shipbuilders have arrived at Peking in order to solicit orders from the Naval Board.

It is reported in official circles that Cha Shi Chung will be appointed Vice-President of the Naval Board.

JAPAN AND PRINCE CHING.

(From The Yat Po's Service.) PEKING, May 31.

The Japanese Minister in Peking has received a telegram from the Foreign Office in Tokyo to the effect that Prince Ching will be cordially received in Japan should he be sent as envoy to return thanks for Prince Fushimi's presence at Japan's special envoy to the late Emperor's funeral.

AN ERRING PRESSMAN.

(From The Yat Po's Service.) PEKING, May 31.

Some secrets of the Cabinet have been betrayed by a correspondent of a certain newspaper and the man has been arrested.

MACAO DELIMITATION.

(From The Yat Po's Service.) PEKING, May 31.

The Wai-wu-pu (Board of Foreign Affairs) has wired to Victor Chang and Commissioner Ko Ehr Shun that the delimitation of Macao is a very important question and must be very carefully handled.

A concert is to take place at the Kowloon Institute to-night, commencing at 8.30 p.m. An excellent programme has been arranged.

It appears, says the Japan Mail, that the cold in the northern seas is exceptional this year. The ice on the eastern coast of Saghalien has not yet broken up, and the steamship Tsuruga Maru is blocked up in Koriakoff, unable to proceed on her voyage to Otaru. Hokkaido also is suffering. The temperature registered by a Celsius thermometer in the Asahigawa district on the 18th May, was 6° below zero, and in the afternoon a fall of snow took place. It need hardly be said that snow after the cherry season is an exceedingly rare occurrence, even in Hokkaido.

PAIN IN THE STOMACH.

It is most annoying, as well as disagreeable, to be troubled with pains in the stomach, and there is no need of it, for one dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy will allay the pain. Try it once and be convinced. For sale by all chemists and druggists.

GERMAN TAXATION.

GOVERNMENT OPPOSITION IGNORED.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

Despite opposition on the part of the Government, the Finance Committee of the Reichstag has voted a tax on bonds and securities, also a tax on the milling industry and an export duty on coal.

JAPANESE PRINCES IN BERLIN.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

The Japanese Princes at present in Berlin attended the annual parade at the Garrison and the Galm Opera.

KAISER TO VISIT ENGLAND.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

The Times states that H.M. the Kaiser will possibly visit Newquay (Cornwall) this year.

THE CASABLANCA AFFAIR.

FRANCO-GERMAN MUTUAL REGRETS.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

France and Germany have signed Notes expressing mutual regrets over the Casablanca affair.

WHEAT "KING'S" PROFITS.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

Mr Patten, the "Wheat King," who started a commercial campaign on the shortage of wheat on May 7th, has closed the "corner" on that commodity. His profits on the transaction amount to a million sterling.

AN APPEAL TO ITALY.

"THE YOKES OF THE FOREIGNER."

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, June 1.

A sensation has been created in Italy by a speech made by Signor Marconi, President of the Chamber, urging an increase in the country's military strength. He said the glorious fiftieth anniversary of the liberation of Lombardy ought to inspire the people to devote all their energies towards freeing the country from the yokes of the foreigner, who was lying in ambush on their frontiers.

CANADA'S PRACTICAL STEP.

ORGANISING A NAVAL RESERVE.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, June 1.

It is stated from Ottawa that the Canadian Government will begin the construction of a fleet by the organisation of a Naval Reserve in 1910, and that negotiations are already taking place with British firms.

THE POPULAR

BLACK & WHITE

WHISKY

H. Price & Co., Ltd.
WINE MERCHANTS
No. 12, Queen's Road Central

Telephone No. 125.

CRIMINAL CONVERSATION.

ECHO OF LAST YEAR'S TRIAL.

Before the Chief Justice, Sir Francis Piggott, at the Supreme Court, this afternoon, Thomas Alexander Mitchell, a bankrupt, sued John Lamm, to recover \$15,000 as damages by reason of the defendant having, on October 12 and 14, 1904, and divers other dates wrongfully, wickedly and unjustly debauched and carnally known Henrietta Maud Mitchell, also then being the wife of the plaintiff and bearing his name. Also, \$14,012.84 as special damages for costs and expenses incurred by the plaintiff of, and incidental to, the divorce proceedings instituted by him in the First Division of the Court of Session, Edinburgh, Scotland, against Henrietta Maud Mitchell, in consequence of the defendant's misconduct, and in which divorce proceedings, improper conduct of the defendant with the said Henrietta Maud Mitchell was alleged and proved to the satisfaction of the Court.

Hon. Sir Henry Birkbeck, K.C., instructed by Mr. D. V. Stevenson, appeared for the prosecution and Mr. M. W. Slade, instructed by Mr. Scott Hartwell, defended. It will be remembered that the case was before the Court in April of last year, when judgment was given for the defendant and a few months ago an order was passed by the Legislative Council with respect to criminal conversation when plaintiff was allowed to bring in his case. The argument in the case this afternoon was on a point of law only.

Mr. Slade said that he moved that the action be dismissed because all the questions at issue between the parties had already been decided at the previous action in that Court. The facts shortly were that in 1907 plaintiff commenced an action against the defendant claiming damages for the adultery, which he alleged the defendant had been guilty of, with the plaintiff's wife. That action came on for trial last year, a little more than a year ago, and it was dismissed on the ground that the right to bring an action had been taken away. By certain legislation in this Colony in the latter part of last year an ordinance was passed which amended the ordinance and effected that particular subject, so that now any aggrieved husband had a right to bring an action, as to what was commonly called criminal conversation, against any person who was guilty of adultery with his wife. After that ordinance had been passed plaintiff commenced a fresh action against defendant for identical facts the same as had been alleged against the defendant in the previous hearing. All the facts upon which the plaintiff claimed relief in that action were set up as the plaintiff's ground of relief in the earlier action. The wife was practically identical words. The actual facts of the case were identical in the last action were to be found in the statement of claim coupled with the particulars which were ordered to be given with respect to the allegations in respect of that earlier action. The facts of the case were identical in the present action, those facts of the case were to be found in the statement of claim coupled with the particulars which were ordered to be given with respect to the allegations in respect of that earlier action. The facts of the case were identical in the present action, those facts of the case were to be found in the statement of claim coupled with the particulars which were ordered to be given with respect to the allegations in respect of that earlier action.

NEWS FROM ALL SOURCES.

The long bayonet has been issued to the home battalions of "The Buffs," the Middlesex Regiment, and the Queen's Own Cameron Highlanders.

Charles Collins, an A.B. on H.M.S. Kent, fell from aloft on May 17th, fracturing his spine. He died within a few hours and was buried at Urakami cemetery, Nagasaki, on the 20th.

At Paris on May 20, a thousand "navies" who are on strike pelted the police who were trying to disperse them, with glasses, water bottles and chairs from the cafes. A dozen police were injured, and eventually cavalry had to be called out to disperse the crowd, which scattered on their charge.

Mr. J. S. Happer, who was born in Canton, we believe, after receiving his education in America, went to Japan in the service of an American corporation and during many years' residence there accumulated a large collection of Japanese colour prints. These have now been sold by Messrs. Sotheby's in London, realising \$5,013 14s.

The following advertisement headed "Expressing Gratitude" appears in the Shanghai papers:—"About two months ago I missed my second boy who is six years old. It appears that he was kidnapped, and on the 18th April, the kidnapper was taking him to Hongkong on board Messrs. Butterfield and Swire's steamer Chong. Fortunately, when on board the steamer, Captain J. H. Brown's suspicions were aroused, and he detained my boy and handed him over to the authorities in Hongkong with the result that a photograph of the lad was sent back home for identification. This has led to my recovery of my son. Had it not been for this kind and provident action of the Captain, I believe I should not have been able to see my son again. I hereby thank him to express my heartfelt thanks to Captain Brown for the great favour he has done us.—Ling Wai-Sang, 6, Sunghing Road, Shanghai."

GET IT TO-DA.

Do not neglect your family. Chamberlain's Colic, Cholera and Diarrhoea Remedy is sure to be needed when least expected. It costs but a small amount to keep this medicine always on hand and it is economy in the end. For sale by all chemists and druggists.

THE LEGISLATIVE COUNCIL.

Owing to the departure from the Colony of the Hon. Mr. Pollock, K.C., on a year's leave of absence, the unofficial Justices of the Peace of Hongkong have been called upon to elect a representative on the Legislative Council. We understand that Mr. Murray Stewart has consented to stand and at the forthcoming meeting of the Justices of the Peace his name will be formally proposed by the Hon. Mr. Gresson and seconded by the Hon. Mr. E. A. Hewitt. Mr. Murray Stewart well deserves the honour.

HONGKONG UNIVERSITY.

A meeting of the Chinese sub-committee of the Hongkong University was held at the Tung Wah Hospital on Sunday, under the Chairmanship of the Hon. Dr. Ho Kai. The Chairman urged those members who had not yet subscribed to do so without delay as that would be an incentive to the outside public. He hoped they would be doing the subscription up to two lakhs so that there would also be chairs for Law, Arts and Mining. Dr. Ho Kai informed the meeting that appeals had been sent to the Chinese in Manila, San Francisco, Shanghai, Chefoo, Newchwang, Singapore and several other places where Chinese traded and it was hoped that a good response would be forthcoming.

Additional subscriptions have been received as follows:—
Mr. Ho Hui Sang \$10,000
Mr. Ho Sun 1,000
Messrs Kwong Sing On 500
Messrs Luo Yick 500
Messrs Chan Ying For and Chan Ying Chun 500
Mr. Wong Wing Shu 500
Mr. Siu Kuei 500
Mr. Tam Tze Kong 500
Mr. Chan King Wing 500
Messrs Tai Yuen 300
Mr. Mok Yik Lim 250
Mr. Leung Hok Lau 250

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, May 31.
The time honoured Church of San Lazaro is the oldest standing landmark of the advent of Christian pioneers to this sequestered little nook of the Far East. It was built in the early eighteenth century and until recent years, the parish was the ghetto of the native converts. With improved sanitary conditions and the erection of modern houses, the European element was gradually infused into the quarter. But the parish is still, all in all, Chinese and the incumbency is held by a Chinese priest. It is to this revered relic of Macao's historic days that the newly appointed bishops of the diocese are wont to reappear once on landing in the Colony. The parishioners profess a special reverence for the Blessed Virgin and have always made it a point to lavish untold care and money on the annual procession which is held on the last Sunday in May. The pious fete this year was shorn of some of its wonted pomp and fervour. A solemn Divine Service was celebrated at 9.30 p.m. by the parish priest Rev. Father Lau. The Chinese choir from the Jesuit seminary rendered the responses with the aid of the native brass of the Salesian College. All day long from the close of the Mass, while the chiming rang out joyfully and ever and anon, bands of devotees came and went to pray or leave a votive offering. The day had been cheerless but dry all day till about 6 p.m. when a light drizzle began to fall and continued by fits and starts throughout the evening to stand in the way of effect and comfort. The procession left the sacred edifice at 6.30 p.m. and made a short round of the adjoining streets which were gay with evergreen arches, while flags and bunting prettily fluttered in transverse and lateral array. Interspersed the banners of gorgeous banners and elaborately turned emblems in massive silver were seen more than three score huge pupes in single's garb of raincoat, blue and glittering wings. Two hundred little choristers in white surplices and black gowns, with lighted tapers marched in single file on either side and behind, while the clergy came next escorting the Blessed Sacrament which was borne in a pyx by the Reverend Father Parvo of the Jesuit College, under a silver canopy. His Lordship the Bishop of Macao followed next and H. E. the Governor was represented by Lieut. Dias, A.D.C. The band of the Salesian College headed the procession while the regimental band brought up the rear with a guard of honour under Lieut. Aguiar. By 8.30 p.m. the square facing the church was a blaze of light and pretty transparencies glowed amid incense and robes and fancy lanterns galore. A profuse and grand display of fireworks entered to the delight of the crowds that thronged the locality; and there were moments when lighters from the windows in the vicinity looked down upon an undulating sea of umbrellas. There was a representative gathering of the foreign residents and His Excellency Sir Hoggins was present with his family and a small party from Government House. The regimental brass along with the Salesian band ably contributed their cheering quota to the fete, which broke up shortly after 11.30 p.m. when the National Anthem signalled the departure of H. E. the Governor from the scene.

The numerous routine obtaining in our public departments bids fair to leave a very doubtful margin of benefit to consumers of petroleum. The article is favourable as the depot only on production of a delivery order which is issued on payment of the amount due, at the Revenue offices. As our easy-going officials are averse to anything like despatch this procedure is a very requisite, which involves three counter-signatures has already entailed a heavy loss of time on applicants, let alone extra petty expenses for carriage, etc., called for owing to the remote situation of the Government Petroleum Depot. As no more than two boxes are allowed at a single purchase, the difference in price between hardly 40 cents, consumers are beginning to realize that they now stand to overbuy a lot of useless worry.

Our legal lights have now started adding their note to the dismal wall, which law-mongers have indulged in for some time back at the death of briefs. I have it from a leading barrister that his fees during the month past come very short of meeting his legal bill.

CORRESPONDENCE.

A RECENT TESTIMONIAL.

(To the Editor of the "CHINA MAIL.")
Sir,—It was reported at the monthly committee meeting of the Hongkong Benevolent Society to-day that some misconception had arisen with regard to the testimonial to the Rev. J. H. France from the members of that Society.

The testimonial was purely a private subscription from some of the members most interested in the work of the Society, in grateful recognition of Mr. France's help and advice for so many years.

The funds of the Society naturally were not touched.—Yours truly,
HELENA A. O. MAY,
President.

Hongkong Benevolent Society,
Hongkong, 1st June.

PEAK TRAMS AND THE PUBLIC GARDENS.

(To the Editor of the "CHINA MAIL.")

Sir,—In any controversy between beauty and utility one would naturally prefer to be on the side of the angels, even though unable to attain to the heights of rhetoric or to probe the depths of paradox in the manner of the fair champion of beauty whose touching letter you published on Saturday night. It is with great regret therefore that I feel constrained to take up the cudgels for utility and to run the risk of being dubbed Goth, Vandal, Philistine and sacrilegious desecrator.

I must, however, disclaim the stigma of being accused of following the doctrines of *laissez faire* or *laissez aller* in this matter. I have studied the problem in all its bearings from its inception, and have been ruthlessly convinced that the construction of a tramway through the palm garden is a necessary evil. The need of additional tramway facilities for the higher levels must be obvious to anyone who has been crowded out of a "business" morning tram, or a "bathing" party evening tram, or has seen crowds of coolies fighting for the restricted back seats to the great detriment of their employers' provisions and property; also to those who have endured the indolent insolence and evasive tactics of the chair coolies who would apparently rather starve than carry a passenger to Queen's Gardens or Conduit Road for the legal fare.

No city can attain its full development unless the means of locomotion are exploited to the utmost, and if Hongkong is to be doomed to a perpetual regime of inefficient chair coolies its citizens must be content to be ranked with the commonest inhabitants of Macao, or the unenlightened Chinese of the last century or anti-railway epoch. I contend therefore that the proposed new tramway is not a purely commercial speculation but is the result of the public-spirited foresight of enterprising citizens, who are interested in the general development and common weal of the Colony. The construction of every new railway or tramway involves the destruction of many fine old trees, and if such argument had been admitted as valid no roads would have been cut through the primeval forests and such a magnificent line as that of the Canadian Pacific Railway through the Rocky Mountains would have been tabooed. If these premises be granted it follows that it is necessary to sacrifice a portion of the Public Gardens as they practically extend from Glenageary to the old tramway, forming a barrier which must be penetrated if the new line is to be constructed. After years of careful investigation and mature consideration it has been found that the only practicable scheme for such a line is to construct it in an open cutting through that portion of the Gardens which contains a very valuable if not unique collection of palms, and consequently to destroy a number of these palms.

I propose to show that the destruction of these palms is the sole injury of a lasting nature which the construction of the tramline will inflict and to point out many counter-balancing advantages which will be obtained. It is a matter of common knowledge that a large section of the population do not avail themselves of the beauties and delights of our Gardens which at all times of the year offer pleasure, health and instruction to visitors.

If the proposed tramline is constructed this neglect will no longer be a reproach to residents and visitors. I prophesy that thousands will travel by the new line to the station in Robinson Road and flock thence to the paths and terraces of the new and old Gardens which are not only accessible by means of a steady climb or an uncomfortable jog in a chair.

In this damp climate a beneficent nature heals the necessary scars of the engineer in a marvellously short time: the track of the tramline will occupy a strip not more than ten feet wide running between either grassy or rocky banks, and the azalea bank and Glenageary show how such slopes and banks may be beautified by our skillful and devoted garden artists. In two or three years the line will run between banks of azaleas, hydrangeas and hibiscus, overhung by feathery ferns and waving palms—a veritable grove of beauty—while the passing car will be hidden from the rest of the gardens by bushy shrubs and graceful trees.

A cable tramway travelling on a straight incline is not like a railway or an electric tram, a thing of noise, dirt and dust—it is the cleanest and quietest form of locomotion imaginable. Your correspondent enters as eloquent plea for the children and the old—certainly two of the most important sections of the community. Playgrounds for the children, space for the Chinese to indulge their admirable tastes for flowers, natural landscape and singing birds, let us have them by all means—but has not your correspondent overlooked the fact that the new tramline will materially assist the children in reaching their beautiful and healthy playground and will enable the Chinese to extend their rambles to the Conduit and May Road levels and that by spending living on the middle level it will lead to the erection, material and moral, of those now compelled to herd in the crowded parts of the city?

There are many wide spaces near the May and Conduit Roads, which might be beautified by the Forestry Department's very small expense and rendered accessible

by the trains to both pale-faced children and their fathers who love to watch the spring unfold—the autumn tinge the glades.

The taking of a bun pick strip out of the least frequented part of the gardens will not drive all the flowers in the Colony to that most beautiful and secluded area Happy Valley, whether we are all of us so loath to wander. It is almost a necessity to be a necessity to be improved to be blocked for all time in order to extend the life of some hundred palms trees, which must be replaced in the ordinary course of events as they die from natural decay and which can be replaced and planted elsewhere at the cost of a certain amount of labour and care (—four etc.).

Hongkong, May 29.

SPORTING.

Civil Service Sports.

There was a large attendance at the annual sports in connection with the Civil Service Club, held at Happy Valley on Monday. A lengthy programme of events was carried out and the band of the 13th Rajputs was in attendance under Bandmaster Cole.

The officials were:—Patrons, H.E. Col. Sir F. Lurgan, K.C.M.G., C.B., D.S.O., and Hon. Mr. F. H. May, C.M.G., president, Hon. Mr. W. Chubb, C.M.D., vice-president, Hon. Mr. Dr. Ho Kai, president, Hon. Mr. W. Clark, captain, Mr. R. O. Hutchison, vice-captain, Mr. F. A. Biden, captain, Mr. A. E. Dwyer, committee, Messrs C. Bond, W. F. Fincher, D. Jallo, W. H. Kelly, A. M. Thornhill, J. A. Whitely and R. C. Wickham; hon. treasurer, Mr. E. W. Dawson; hon. secretary, Mr. W. H. Woolley; judges, Chief Inspector Baker, and Chief Detective Inspector Hanson.

Boys' Flat Race, Handicap, over 7 years.—Committee in charge, Messrs Parkinson and Barlow.—H. Blake 1, E. Brett 2.
Ladies' Egg and Spoon Race (scratch).—Committee in charge, Messrs Blake and Barlow.—Mrs. Pile 1, Mrs. L. E. Brett 2, Mrs. C. W. Brett 3.
Girls' Flat Race, Handicap.—Committee in charge, Messrs Barlow and Blake.—M. Fincher 1, D. Pile 2, E. Woolley 3.

120 Yards Flat Race, Handicap, open to all members.—Committee in charge, Messrs Parkinson, Kelly and Wickham.—Bullen 1, Dawson 2, L. E. Brett 3.
Boys' Egg and Spoon Race (Flat Race, Handicap).—Committee in charge, Messrs Barlow and Blake.—M. Fincher 1, D. Pile 2, E. Woolley 3.

Boys' Flat Race, Handicap, under 7 years.—Committee in charge, Messrs Parkinson and Barlow.—Tadley Fincher 1, J. Brett 2.
Sack Race, scratch.—Committee in charge, Messrs Pile and Wickham.—A. G. Pile 1, R. C. Barlow.

Girls' Flat Race, Handicap.—Committee in charge, Messrs Barlow and Blake.—Ladies' Committee.—Edith Macleod—1, Edith Macleod—2, Edith Macleod—3.
Veterans' Flat Race, Handicap, 37 years of age and over.—Committee in charge, Messrs Biden and Wickham.—1, Dr. Clark 2, M. Higgins 3, Mr. Bloomer.

Boys' Egg and Spoon Race (Flat Race, Handicap).—Committee in charge, Messrs Barlow and Blake.—M. Fincher 1, D. Pile 2, E. Woolley 3.
Wheels Race, scratch, draw for partners.—Committee in charge, Messrs Barlow and Blake.—M. Fincher 1, D. Pile 2, E. Woolley 3.

Boys' Flat Race, Handicap, under 7 years of age.—Committee in charge, Messrs Barlow and Blake.—Ladies' Committee.—Edith Macleod—1, Edith Macleod—2, Edith Macleod—3.
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Latest Novels

ARRIVE BY EVERY MAIL.

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The Old Man in the Corner, by Baroness Orcutt.

The Road to No Return, by A. O. Sachbold.

Race of the Wilderness, by S. R. Crockett.

Within Four Walls, by J. Blundell.

Underground, by John K. Leys.

The Whistler's House Party, by Thos. Cobb.

When a Woman Weeps, by Chas. Marriott.

The Three Brothers, by Eden Phillpotts.

A False Promise, by Mrs. Belle Reynolds.

The Love Story of St. Bel, by Bernard Capes.

The Barren, by O. A. Dawson-Scott.

The Green and the Woman, by Tom Mallon.

The Love that Kills, by G. Stanton and H. Hosken.

The Guest at Quasney, by Booth Tarkington.

An Incomplete Etienne, by Frank Danby.

Marion Quest, by Henry Handel Richardson.

Queen Kate, by Charles Gervie.

Salome and the Head, by E. Nesbit.

The Mystery of the Myrtles, by Edgar Jepson.

The Dismal House that Jack Built, by John Freeman.

A Fair Refuge, by Morris Gerard.

Black Magic, by Marjorie Bowen.

Dromed, by John Ayton.

My Lady of Shadows, by John Ozenham.

The Thunder of the Heels, by Wm. H. Lang.

The Gifted Family, by Berry-Pain.

A Castle of Dreams, by Nella Syrett.

Green Ginger, by Arthur Morrison.

The Royal End, by Henry Harland.

Katherine the Arrogant, by B. M. Upton.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1909.
SOVERIC	6333	W. Shotton	2nd June.
OCEANIC	4857	F. W. Davis	1st July.
EUROPE	6333	J. Maile	29th July.
AYMERIC	4363	J. Boyd	28th August.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

DODWELL & Co., Limited, GENERAL AGENTS.

TEHUANTEPEC ROUTE

MEXICAN ORIENTAL STEAMSHIP LINE, LIMITED.

Taking cargo under through Bills of Lading to points in Mexico, also to North and South American Ports and Cuba.

The S.S. MONTROSE, 4457 tons, Capt. Glegg, will be despatched from HONGKONG to SALINA CRUZ, (via Japan), on or about 10th June.

For Freight and Passage, apply to

DODWELL & Co., Ltd., Managing Agents.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST.

FOR NEW YORK:

S.S. PATHAN About 25th June.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles (Brindisi)	London (London)
Colombo		Marseilles & London	5 days earlier	1 day later
DELHI.....8000	June 12	MOOLTAN.....10000	July 10	July 18
DEVANHA.....8000	June 26	CHINA.....8000	July 24	July 30
ASSAYE.....7500	July 10	MACEDONIA.....10000	Aug. 7	Aug. 13
DELHI.....8000	July 24	MOLDAVIA.....8500	Aug. 21	Aug. 27
DELHI.....8000	Aug. 7	MANTUA.....11000	Sept. 4	Sept. 10
GALEONIA.....7000	Aug. 21	MONGOLIA.....8500	Sept. 18	Sept. 24
DEVANHA.....8000	Sept. 4	MARMORA.....10000	Oct. 2	Oct. 8
ASSAYE.....7500	Sept. 18	MOREA.....10000	Oct. 16	Oct. 22
DELHI.....8000	Oct. 2	MOOLTAN.....10000	Oct. 29	Nov. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	
* SOMALI.....7000	June 2	July 17
* POONA.....8000	June 16	July 31
* SIMLA.....7000	June 30	Aug. 14
* MALTA.....6000	July 14	Aug. 28
* SARDINIA.....8000	July 28	Sept. 11
* SYRIA.....8000	Aug. 11	Sept. 25
* SUMATRA.....8000	Aug. 25	Oct. 8

These Steamers call also at Singapore, Penang, Colombo, and at Malta.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWITT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
FROM AUSTRALIA	FROM AUSTRALIA	FOR AUSTRALIA
EMPIRE.....	May 31.	23rd June, at Noon.
EASTERN.....	June 28.	21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amiable, Electric Light-Perfect Cuisine-Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO.....	2540	R. Rodger	Manila	SATURDAY, June 5, at Noon.
RUBI.....	2540	R. W. Almond	Manila	June 12, at Noon.

For Freight or Passage, apply to:

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS AND SUZEE CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)



STEAMSHIP

TO SAIL ON

INDRANI.....16th June, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, May 24, 1909.

Shipping.

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE,
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct trans-Pacific line, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Prep and sailings from HONGKONG for TACOMA, via Shanghai and Japan.
(Inter-continental Route of call: Regular-Shanghai, Moji, Kobe and Yokohama. Occasional-Manila, Keelung, Yokkaichi, Shimizu, Seattle and Victoria, B.C.)

(Subject to Alteration)
Newly built Steamers Tons Captain Sailing Date.

TACOMA MARU (already launched) and 4 other new sister ships to follow.

The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying bulk, heavy and Perishable. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Lighted and Steam heated.
For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 1, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMERS	For	Leaving
HAICHING.....	SWATOW, AMOY & FOCHOW	TUESDAY, 1st June, at 1 p.m.
HAIMUN.....	SWATOW	WEDNESDAY, 2nd June, at 1 p.m.
HAITAN.....	SWATOW, AMOY & FOCHOW	FRIDAY, 4th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS.....	JAPAN	First half of June.	JAVA	First half of June.
TJILATJAP.....	JAVA	Do.	SHANGHAI	Do.
TJILIWONG.....	JAVA	Do.	JAPAN	Do.
TJIPANAS.....	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIKINI.....	JAVA	Do.	JAPAN	Do.
TJIMAH.....	JAVA	First half of July.	SHANGHAI	First half of July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
YORK BUILDINGS, 1st Floor.

Telephone No. 275.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain Chas. A. E. JENSEN, MONDAY, 2nd August, at Noon, 1909.
Calling at Manila, P. L. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all ports in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Main room, Library, Smoking room, Messing, Laundry, Telephone, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

893

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

GREGORY APOAR
Captain S. H. BRIDSON, will be despatched for the above Ports on SATURDAY, the 6th June, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, June 1, 1909.

719

'SHIRE' LINE OF STEAMERS, LIMITED.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
SEIGURA,
Captain HATES, will be despatched as above on or about 8th June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with electric light and carries a doctor and stewards.

For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, May 26, 1909.

697



FOR

TRAITS, OYELON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain G. W. GORDON, will be despatched on this for BOMBAY, Am. with Passengers and Mails, on SATURDAY, the 12th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Moolah, 10,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Ferns, due in London on the 20th July, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, May 29, 1909.

715

'SHIRE' LINE OF STEAMERS, LD.
FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
DENBIGHSHIRE,
Captain W. BARRATT, will be despatched as above on or about 12th June.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, May 29, 1909.

693

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY

REGULAR FREIGHT SERVICE
TO SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

THE steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL FOURCHON, 10,000 Tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July.

For further particulars, apply to
MESSAGERIES MARITIMES,
Agents at Hongkong

Hongkong, April 14, 1909.

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Notice to Consignees

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:
From Calcutta, ex S.S. Bertha.
From Ceylon, ex S.S. Bertha.
From Penang, ex S.S. Bertha.
From P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

No Claims will be admitted after the 2nd June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination, by the Consignee's and the Co.'s representatives as an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

E. A. HEWITT,
Superintendent.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, May 26, 1909.

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SOUTH MANCHORIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairin and Changchun in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiki Maru' (3,277 tons each) as follows:-

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	Monday or Tuesday
Arrive—Dairin	11 a.m.	"	"
Ar.—Makdon	8.50 p.m.	"	"
Ar.—Changchun	8.45 p.m.	"	"
Ar.—Changchun (Russian Train)	8 a.m.	Monday	Wed.
Ar.—Harbin	3 p.m.	"	Sat.

Connecting at Harbin with

State Express	Wagon-Lite	State Ex.
from Moscow	from Moscow	from Moscow
State Ex.	Wagon-Lite	State Ex.
from Moscow	from Moscow	from Moscow

SOUTH-BOUND.

Leave—Harbin (Russian Train)	8 a.m.	Tuesday	Thursday	Sat.
Arrive—Changchun	6 p.m.	"	"	"
Ar.—Makdon	2.10 a.m.	Wednesday	Fri.	Sun.
Ar.—Dairin	2.30 a.m.	"	"	"
Ar.—Shanghai (Steamer)	12.30 p.m.	"	"	"
Ar.—Shanghai	afternoon	Friday	Sunday	Tuesday

* Russian Train time is 23 minutes earlier than S.M.R. time.

TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairin (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairin and Neuchang Depots.
SOUTH MANCHORIA RAILWAY COMPANY, Dairin.
Tel. Add.: 'Mantetsu' Codes: A.B.C. 5th Ed., A1 & Lieber's.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS

BANKERS, &c.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED AND CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:
16, DES VEXE ROAD, Hongkong.
Hongkong, April 4, 1908.

Japan Office:
14, WATER STREET, Yokohama.

NOTICES TO CONSIGNEES.
FROM EUROPE

THE H.A.L. Steamship
ISTRIA,
Captain. RENDS, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 p.m.

Any Cargo impeding the discharge will be landed at consignee's risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk and expense.

All Claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of June, at 2.30 p.m.

All Claims must reach us before the 8th of June, 1909, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LOYD,
MELBOURNE & CO.,
Agents.

Hongkong, May 29, 1909.

NOTICE TO CONSIGNEES.
STEAMSHIP BENMOHR.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:
From Calcutta, ex S.S. Bertha.
From Ceylon, ex S.S. Bertha.
From Penang, ex S.S. Bertha.
From P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

No Claims will be admitted after the 2nd June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination, by the Consignee's and the Co.'s representatives as an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

E. A. HEWITT,
Superintendent.

DAVID SASSOON & Co., Ltd.,
Agents.

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Vessels Advertised as Loading